Manager in their respective cadres. This was done in order to create a near harmony in the levels between the non-technical ground staff of erstwhile Air India and erstwhile Indian Airlines as against the demand of Union for total parity in career progression pattern since 1996 before merger was effected. While implementing this, such of the Senior Superintendents who were to be appointed directly to the post of Assistant Manager would have superseded the existing officers and to prevent these employees who were existing in the grade of Officers were first promoted to the post of Assistant Manager since majority of them in any case had rendered more than 6 years' service as Senior Superintendents.

Condition attached with contract for metro-airports

†333. SHRIMATI SUSHMA SWARAJ: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the private companies which have been given contract for construction of airport in metros, have put a condition that no other airport would be set up near those metros and if it is so, the contract would be given to that company only;

(b) if so, whether Government has accepted the said condition; and

(c) if so, the justification to accept these conditions?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) In the Concession Agreements entered into by the Government with the private companies for the development of greenfield airports at Bangalore and Hyderabad, it is mentioned that within a radius of 150 km from these airports, no new airports, no new airports would be allowed to be set up and existing airports would not be upgraded, barring a few exceptions.

In case of AAI airports at Delhi and Mumbai that are leased out to Joint Venture Companies (JVCs) for expansion and modernisation, the Government has entered into State Support Agreements (SSAs) with the JVCs. According to these SSAs, the JVCs have the Right of First Refusal (ROFR) with regard to a second airport within 150 km. radius of these airports.

The restriction of 150 km. and provision of ROFR have been prescribed with a view to ensure financial viability of these airport projects.

Airfare anomaly

334. SHRI AMIR ALAM KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the fares for the same sectors are different in Government owned airlines and private airlines;

(b) if so, the details thereof;

(c) whether Government has any control in fixing the fares for these airlines;

(d) if so, the details thereof; and

(e) the corrective measures being taken by Government to rationalize the fare structure for all the airlines in the country?

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†Original notice of the question was received in Hindi.